TRAFFIC MANAGER POINTS TO MARCH AGREEMENT

To Make No Arrangement With Canadian Pacific That Would Disrupt Schedules

Members of the Trunk Line Association who have been complaining about the New York, New Haven and Hartford and Canadian Pacific railways under the Canadian Pacific Despatch were not much impressed yesterday by a statement that it does not believe the members of establishment of new relationships for the the Trunk Line Association have been property. injured by the Canadian Pacific Despatch raffic agreement. Some of them were nclined to think that by attempting to defend its position with regard to the differentials before the Trunk Line Association submits to the New Haven figures entials upon the other members of the association President Mellen's road indicates in advance that it is not to be moved from its present position.

It is very easy for the New Haven to natural that in these days, when business is unusually light anyhow, the New Haven should want to give the impression that there is no ground for complaint against it.

It was declared yesterday by a member of the Trunk Line Association that the New Haven broke faith with the other roads by making the arrangement with the Canadian Pacific to extend to this city the differential tariffs, which had been dickering with the New Haven came to the other roads last March, it was said and the members of the association conschedules without first consulting the association. The New Haven then went right ahead with its negotiations with the foreign roads, and on June 1 the Canadian Despatch came into New York.

A traffic manager who will have something to do with the Trunk Line Association's action in the case said yesterday that unless the New Haven takes too independent an attitude the probable settlement of the present controversy will be a readjustment of the entire all rail route, the Ontario and Western. some of the coastwise steamship lines

got their present differential rates twentyive years ago when there were fewer much different from the present," he said. made a hole in the floor. From time to time difficulties have come ip that made many of us believe that the water and rail routes were having entirely the best of it, and since the Canadia i Despatch has established an all rall differential schedule that is about as wastie water and rail tariff it is generally ag eed that it is time to act.

Incre is a strong feeling in the Trunk the Association that if the coastwise lines are required to stiffen up their tariffs a certain extent the Canadian Pacific will then be willing to do likewise. That would do away with the possibility of a rate war, which nobody wants."

The traffic managers feel that such an adjustment will put them on equal terms with another freight line that they have ong thought was getting more than its differential tariff. This line is the National Despatch, which consists of the Norwalk Line boats, the Central Vermont and the Grand Trunk. It is recognized that the chief purpose of the Canadian Pacific in invading New York was to compete with the Grand Trunk's National pete with the Grand Trunk's National Despatch, and that the Canadian Pacific stood little show to attract much of the Grand Trunk's business unless it lowered rates to those of the National Despatch. Being an all rail route, the Canadian Pacific Despatch is now cutting into the National Despatch business to an enor-mous extent, since the latter cannot haul freight in bulk and has to figure in the transfer charges from the Norwalk Line boats. As a result, the National Despatch was entitled to a differential rate because of increased distance, longer time and other inconveniences which the trunk ines do not suffer. It declares that the heavy business developed by the Canadian Pacific out of New York is due not to the ow rate, but because by supplying new acilities for the speedy transmission of

can outbid the other trunk lines The New Haven road also declares that sagreements over steamboat connectent situation, lions at New London

Competition between the Canadian acific and the American roads over the brient freight business was discussed to some extent by traffic men yesterday as he result of the action of the Canadian Pacific in filing with the Interstate Commerce Commission separate schedules for the rail and water haul to the Orient, thereas the American roads had declined whereas the American roads had declined to do so and had withdrawn their tariffs to the Orient entirely and substituted rates to the Pacific Coast. When it was found that as the schedules now stand the Canadian Pacific hauls freight to the Orient for the same price that the American roads charge for hauling it to the Coast it was generally agreed that the American roads would be obliged to file new schedroads would be obliged to file new sched-ules which would compete with the Canadian Pacific rates or give up the Orient business to the foreign road.

Call Bankruptcy Proceeding a Mistake.

A petition in bankruptcy was filed Protectiey against Simon Doyne, jobber ha hats and caps at 189 Greene street, by anold Lichtig, attorney for these credors: William J. Dixon & Co., \$175, and Vanderhoef & Co., \$2,000. Judge Holt the United States District Court Ixing his bond at \$2,000. Phillips & Sam Ag his bond at \$2,000. Fining a series of the series atternove that Mr. Doyne is per-tallernoon that Mr. Doyne is per-tally solvent, that the bankruptcy petion was a mistake and that steps would be taken at once to have the receivership Vacated.

Nassau Trust Co. of Brooklyn to Withdraw From Clearing House.

The trustees of the Nassau Trust Com pany in Brooklyn yesterday adopted olution that the institution withdra its connection with the New Yorking House after the exchanges of the National The National by Bank of New York will hereafter be principal depository of the Nassau Dipany. President Sullivan said ther was no special significance in taking the step and that it would in no way disturb the policies of the institution. GOSSIP OF WALL STREET.

The Wabash issues were about as promi ent in the market yesterday as on any other day since their remarkable advance began, and the fact that the bonds were relatively stronger than the stocks led to all sorts of rumors of "something doing" and compelled even those who had been sceptical before to question whether there might not really variout Notice Solution Possibly be a good reason underlying the rise in all in Stiffening the Coastwise Rates. the securities of this road. Attention was called to the fact that in the last month a considerable amount of the Wabash B debentures was exchanged under the terms offered a couple of years ago, significance being attached to the willingness of holders who at first refused to accept the plan to make the exchange now on the ground that the change of front was brought about impressed yesterday by a statement by an important improvement in the status of the New Haven to the effect of the new bonds and the stocks through the ing; a whiff of chloroform, a hurried order

The favorite theory to account for the strength of the Wabash issues was that the road would be bought by the Lackawanna. One rumor had it that an option had been taken on a sufficient amount of the stocks to carry control, but beyond fixing the option' showing the damaging effect of the differ- price for the preferred at 55 this story was extremely vague and attracted little attention. That control of Wabash was some time ago offered to Lackawanna and that this road refused to become the purchaser is a fact. Of course it is entirely possible "It is very easy for the New Haven to that some of those who talk of a merger noon yesterday were the girls of Brooklyn, issue such a statement for it is not the road of the two systems have heard only of the young and old, who were selling tags for that is being hit by the present arrange-ment," said the traffic manager of one of it, and are deceiving themselves and others didn't pass that point; they stayed there. the largest trunk lines. "It is quite with their anticipations of an early annatural that in these days, when busibeen arranged. One thing, however, is certain. Control of Wabash is now largely in new and strong hands. Should it remain there important changes in the management and policy of the road may be expected. As an operating proposition Wabash has great possibilities.

The announcement in THE SUN of the sale of the Colorado and Southern to the Burlington naturally had a good effect on the securities of the former road, although many operative in New England for some time, brokers were inclined to take the view that Rumors that the Canadian Pacific had its the good news had been already fairly eye on the New York business and was well discounted in the market. From the investment standpoint this was considered a narrow view. Usually when a deal of that kind is announced some parties who knew of the progress of the negotiations ferred with the New Haven about it. The and bought the stocks in anticipation of result was that the New Haven agreed to a successful consummation proceed to take make no arrangement with the Canadian Pacific that would disrupt the present news, and this as a rule causes a temporary reaction. But when, as in the present instance, something of real constructive value has occurred the advance is likely to be resumed after the profit taking on speculative holdings has been completed, the progress being, however, slower than before and the dealings on a very much smaller scale because the buying is wholly of the investment order, since the element of speculation no longer exists.

Up to about a half an hour of the close the bulls had a lovely time and the broker who advised some of his fellow traders on the schedule of differential rates, which have floor to look out for a sharp break in Union long been enjoyed by both the rail and Pacific was laughed at and with good nawaler routes from New York and by one tured raillery told to cheer up and climb into the band wagon. But in the last half hour it was different. Something dropped and dropped heavily. It was the price of stocks, and as the broker who had previously given the warning said, "Union sailings and the freight business was Pacific came down so hard that it nearly

> At the close the Colorado Southern issues were among the few stocks that showed advances on the day. The common closed at an advance of a point, the first preferred with a gain of more than 2 points and the second preferred 31/2 points above Friday's closing level.

It was in the purchase of the Colorado Southern that those who conducted the raid on the market in the last half hour found an excuse for their operations. The attack was directed principally against the Harriman issues and these were the heaviest sufferers because, according to the probabilities to business to-morrow morning the bank fessional operators who turned the deal to found an excuse for their operations. The bear account, the purchase of a route to the Gulf constituted an invasion of Harriman territory and a renewal of the warfare between the Hill and Harriman interests, inci dents of which in the past produced very unpleasant consequences in Wall Street As intimations of this sort were not considered seriously by the most sober minded traders, other stories had to be served up. A fruitful source of supply was found in the supposed attitude of the Administration toward the Harriman interests, and new suits were talked of as well as a vigorous prosecution of those now waiting for trial. The selling of Union Pacific was heavy and authorized the payment of a bonus of 5 the price fell to a lower level than at any per cent. of their salaries to all officers other time since the dividend came off, the and employees. The payment of bonuses lowest quotations being made just at the

and probably more so. If the National Despatch raises its rates the Canadian Pacific Despatch will be perfectly willing and Refining. In its statement yesterday the New laven said that the Canadian Pacific was entitled to a differential rate because ness ended. Some shrewd operators were inclined to take the view that the dealings in nearly 200,000 shares on Friday marked the end of the bear operations in the stock, at least for the present.

As many daring operators are heavily committed to the short side it is to be expected that a tendency toward advance in the market will meet with aggressive reentered into the present arrangement sistance. Some of those now short are the Canadian Pacific after negotia-known as desperate fighters, but the feeling Some of those now short are tions with the Grand Trunk and the is getting abroad that they will have need National Despatch had failed owing to of all their courage and daring in their presis getting abroad that they will have need

MISCELLANEOUS MARKETS.

Coffee Firmer-Previsions Higher-Small Hog Receipts.

Coffee was moderately active at a small advance in prices. This was due to firm European cables, buying attributed to spot interests, light offerings and covering of

Coffee on the spot was quiet and un changed. Rio No. 7, 61/2c. Futures closed unchanged to 5 points higher, with the tone steady and the total sales 18,000 bags. Havre was unchanged to 1/4f. higher. Ham burg was unchanged to 1/4 pfg. higher. Rio was 50 reis higher; exchange was at 15 7-32d.; receipts, 10,000 bags; stock, 314,000. Santos was 50 reis higher; receipts, 36,000 bags; stock, 2,482,000. Sao Paulo receipts, 27,000 bags; Jundiahy, receipts, 4,200. Prices were as follows:

	Highest, Lowest, Closing, Free, Clos
	December 5.15 5.15 5.15@5.20 5.15@5.2
	15amb 5 90 5 90 5 90@3 85 5 25@5 8
	March
	December .5.15 5.15 1.595.20 5.1625.2 March 5.30 5.30 5.3025.35 5.2525.8 May 5.35 5.85 5.8525.40 5.3025.8
	PROVISIONS Lard was quiet; prim
	PROVISIONS. Deld was quice, print
	Western, \$9.60; refined Continent, \$9.70
	South American. \$10.60. Pork was quiet
1	mess, \$16.50@\$16.75. Tallow was quiet
	city, 5%c. Butter-Creamery, extras, 316
	City, 5% C. Butter-Creamery, extras, 519
	31%c. Cheese-State, f. c., small, Septem
	ber, fancy, 14c. Eggs-Western firsts
i	31 4c. Chicago, Dec. 19 "Smaller ho
	31 7 Cilicago, Dec. 18. Dinette
	receipts than expected influenced furthe
	buying of provisions by local traders an
ļ	this demand advanced prices moderately
ļ	Larger packers were credited with fai
	Larger packers were credited with the
l	sales of lard and ribs around top prices
l	Cash trade remains slow. Considerable
	uncertainty as to hog movement the nex
ļ	few days owing to condition of country
	few days owing to condition of country
	roads. Prices were as follows:
	Open- High- Low- Clos- Pres
ļ	Lard: ing. est. est. ing. Close
	Lara: ing. est. 431. ing. Citat

	January	9.2214	9.2214	9.20	9.2214	9.15
n-	January	9.4214	9.45	9.4214	9.45	9.3754
a	Ribs:	8 20	8.20	8.20	8.20	8.15
w	Ribs: January May	8.50	8.52 4	8.50	8.5214	6.6734
·k	Pork:	15 8214	15 8216	15.7714	15.80	45.70
al	January May	16.15	16.1732	16.15	16.15	16.0734
90	SUGAR.	- Maw 1	was qu	ier and	unen	Bulkett.
111	Centrifuga	1, 96	efined	3,77C	Musco	vados,
re	changed.	Granu	lated.	1.50m 4.6	35C.	
g	NATAL	STORES	sSpir	rits of	turpe	entine.
y	41 Sc. Con	nmon	to go	og sti	anted	rosin,

MILLIONS PUT IN NEW VAULTS

MANY MEN ON GUARD WHEN TWO BANKS MOVE.

Dime Savings of Brooklyn Conveys Its \$100,000,000 Across Wall Street.

Consider the possibilities of a long, low. black painted auto drawing up before the old building of the Dime Savings Bank of Brooklyn, receiving a good part of \$32,-000,000 in cash and securities, and President Marcellus of the bank in its tonneau, given by a confederate concealed in one of the suit cases within to a robber chauffeur on the seat, and the auto speeding up Fulton street to the city line and beyond; president bound and gagged with baked apple, gold taken on a trolley car to Jamaica, while the auto is left on the road near Cypress Hills Cemetery-Wuxtry! Wuxtry!

Nothing like this. On the contrary, the only bandits that passed a given point in front of the old bank building at Court and Remsen streets a few minutes after the benefit of blind babies. And they None of them carried jimmies, chloroform, sandbags, blackjacks or chloral because they didn't need those instruments of the profession. It was too easy for strong arm work.

It must be admitted that President Marcellus and Secretary Frederick W. Jackson handed these amateur highwaymen a jolt—a small one, but nevertheless a jolt. When the first auto drew up in front of the old building at 12:10 two plain clothes men and several policemen, all armed, lined across the sidewalk. Presiarmed, lined across the sidewalk. Fresi-dent Marcellus and a suit case appeared in the doorway. The president looked to the right and he looked to the left. Then he made a quick dive for the auto. But not so quick. A tag girl thrust herself between the door of the limousine and the president and the suit case that was accompanying him on the right. "Ta-a-g!" exclaimed the tag girl and she touched the handle of the rapidly

closed door.
"Drive on," came the voice from within and the auto with its precious freight sped over to DeKalb avenue and Fleet street. The Brooklyn Dime Savings Bank

Several trips were made by the president and one of his bank officers before all the cash and securities had been transferred from the old vaults to the new ones in the Pentélikon Greck marble structure on DeKalb averne. There was not another attempted holdup during the entire proceedings.

On Monday the Brooklyn Dime Savings Bank will open ready for business in its new home, said the president yesterday. The bank was incorporated in 1859 and it has 70,000 accounts and deposits. According to the bank's last report it had then \$32,482,029 on deposit and a surplus of

The business of transferring \$50,000,000 in specie and legal tenders and more in securities from the old to the new quarters of the National City Bank passed off yesterday as if it were an everyday incident of life in Wall street. Only eight policemen were on guard to see that none of the money or securities was disturbed in transit and to keep back an

expected crowd. But no crowd congregated, and the work went on all the afternoon without interfering with traffic.

Arrangements for the transfer of cash, securities, furniture, account books and so on had been so well made that there was not a hitch. The cash and securities were removed in metal cases carried and guarded by employees, the 400 clerks took over and rearranged the records

State Bank Leads Off With a Five Per Cent. Bonus on Salaries.

The expectation among employees banking and brokerage houses that substantial bonuses will be given in the holiday season was enhanced yesterday by an announcement that the State Bank had lowest quotations being made just at the close, so that there was no way of telling whether the decline had run its full course before the end of the session.

The excitement seemed to have gone out the end of the session and other employees in many banking and brokerage houses got reductions rather than increases in salaries. The brokerage business in particular has been presented and presented the presented that the close of this kind was customary prior to last year. When on account of the panic clerks and other employees in many banking and brokerage business in particular has been presented.

MORTGAGE INTEREST DROPS. In Brooklyn the Rate Is Reduced From 6 to 5 Per Cent.

Interest on approved first mortgages in Brooklyn has dropped from 6 to 5 per cent. and the latter is now the prevailing rate. The Title Guarantee and Trus Company, one of the leading financial institutions of the borough, lowered the institutions of the borough, lowered the rate a month ago, but it was not until yesterday that formal announcement of the change was made. Frank Bailey, vice-president of the company, said:

"We find that the plethora of money awaiting investment is such that we are able to again regume mortified and leading the company and the company are the company as a leading the

awaiting investment is such that we are able to again resume mortgage lending on a 5 per cent. basis. We feel that this rate is best both for the borrower and the lender. It shows that real estate the lender. It shows that real estate conditions have finally reached a normal basis."

State Banks of Discount Show Increase

in Resources. ALBANY, Dec. 19 .- State Banking Superintendent Clark Williams's tabulation of the reports of the State banks of discount. indicating their condition on November 27. compared with their condition on August 31, shows the resources of the banks had increased by \$34,819,669 to \$614,707,421 In the same time the loans were increased by \$17,000,000, the amount due depositors \$29,000,000 and the cash on hand by

5,000,000. DAILY TREASURY STATEMENT.

	-		
WASHINGT receipts and	on, Dec. 1	9. —The state es of the Tre	ment of the
	This day		Fiscal year.
Receipts	\$1,500,822	133,405,935	
Expendit'es.	2,070,000	40 330,000	337,453,374
The receir	ts from cu	\$6,684,065 stoms to-day	were \$555
181: from fr cellaneous, celved for re	\$57.843. N demption,	enue, \$887,84 Vational ban \$1,637,830.	8, and mis- k notes, re-
The cash s urer for Dec	tatement of ember 19 sl	the United S hows:	States Treas-
	RESERV	VE FUND.	

TRUST FUND.	2 1	
To redeem outstanding certificates	11,351,627,869	
Gold coin and builion. Gold certificates. Silver dollars Silver certificates. Silver builion United States notes. National bank notes Subsidiery silver and minor coin.	\$28,583,215 61,342,150 23,724 12,613,868 4,671,188 6,155,144 19,444,511 19,640,859	
Total In national banks	\$152.474,679 125,910.125 63,190	
Total	\$278,448,007 180,716,552	

An Increase of 42,814 Reported for th Fortnight Ended December 9.

The number of idle freight cars in the country, according to the fortnightly bulletin of the American Railway Asso ciation, increased by 42,814 in the two \$32,000,000 in Autos to Its New weeks ended December 9. On that date Home and City Bank Men Tote the surplus was brought to 175,643, a greater number than that shown in any previous report since the report giving the figures for September 2. The low previous report since the report giving the figures for September 2. The low record for the year was 110,912 on October 30. Since that time there has been an increase in every report, though in no case an increase a third as great as that

shown in the current report.

The increase of 42,814 of date December The increase of 42,814 of date December 9 includes an increase of 22,356 box cars and 14,962 coal and gondola cars. There was some improvement in the demand for cars in the Southern and Southwestern States, but there was an increase of about 50 per cent. in idle cars in New England. New York, New Jersey, Delaware, Maryland and eastern Pennsylvania, and the ratio was nearly as high in western Pennsylvania, Ohio, Indiana and Michigan.

The increase was approximately 28 per Wally 25 The increase was approximately 25 per cent. in the central Western States, and in Kansas, Missouri and Colorado the increase was but slight. In California and the remote Northwest the showing was the worst, the number of idle cars doubling. The bulletin also reports an increase in supplies equipment in Canada. increase in surplus equipment in Canada.

PANAMAS AND BANK'S STOCK Secured a Loan by the Late Beaver National to the Bornns.

Frank Bornn and Carlos A. Bornn, importers and exporters of panama hats. shoes and other merchandise at 28 South William street, filed separate petitions in bankruptcy yesterday, with liabilities \$63,162 and assets consisting of 450 shares of stock in Bornn & Co. and two shares of American Shoe Manufacturers Export Company, of no value. All the liabilities are on account of indorsing notes of Bornn & Co. (corporation), against which a petition in bankruptcy was filed on November 12. The creditors are the Beaver National Bank, \$31,567, partly secured by 162 cases of panama hats and by ten shares of Beaver National Bank stock valued at \$7,000; National City Bank. shoes and other merchandise at 28 South by ten shares of Beaver National Bank stock valued at \$7,000; National City Bank, \$1,604; Hungarian American Bank, \$2,945; Harnet F. Newcombe of Rochester, N. Y., \$22,539, and Werner & Harris of Rochester, \$4,507, the latter two secured by a life insurance policy of \$23,000, the approximate value of which is \$1,000.

The Beaver National Bank has gone out of business. A national bank can hold its own stock as collateral only when such a course is necessary to prevent loss on a debt previously contracted in good faith.

DIVIDEND ON BANK STOCK Paid Extra to Stockholders in the Van

Norden Trust Company. The directors of the Van Norden Trust Company have declared the regular quarterly dividend of 2 per cent. and an extra dividend of 2 per cent., both payable in cash, and also an extra dividend of 25 cash, and also an extra dividend of 25 per cent., payable in shares of the capital stock of the Nineteenth Ward Bank at \$500 a share. This is in the proportion of one share of Nineteenth Ward stock to twenty shares of Van Norden Trust stock. The dividends are payable December 31 to stockholders of record December 21

December 21.

Ready to Reclaim Its Lake.

The steamship Viking, which went out of commission when the Venezuelan Government seized the Bermudez asphalt lake on the ground that the owners of the steamship, the New York and Bermudez Company, had aided the Matos revolutionists, has been overhauled at Port of Spain, Trinidad, and made ready presumably to resume her business of carrying men and supplies to the asphalt grounds. This is the declaration of the company, whose agents say also that the company hopes to regain possession of the lake "sither through International Harvester Company". Method that steel cost less fluctuation. The price is now more uniform and subject to less fluctuation. The price is now more uniform and subject to less fluctuation. The price is now more uniform and subject to less fluctuation. The price is now more uniform and subject to less fluctuation. The price is now more uniform and subject to less fluctuation. The price is now more uniform and subject to less fluctuation. The price is now more uniform and subject to less fluctuation. The price is now more uniform and subject to less fluctuation. The price is now more uniform and subject to less fluctuation. At present all the materials entering into the manufacture of farm implements cost less than formerly. This line of testimony is directly contrary to that given by witnesses representing similar in the lake "sither through in the lake "sither through in the lake "sither through in the specific Rail-way Company under the Fort Mason reservation in San Francisco by means of which trains can be run direct to the organic way Company under the Fort Mason reservation in San Francisco by means of which trains can be run direct to the organic way Company under the Fort Mason reservation in San Francisco by means of which trains can be run direct to the docks, effecting a great saving to the Golden Gate. It will thus be possible to carry troops and supplies are carted across the city and troops must either march from her way Company of which trains can be company hopes to regain possession of the lake "either through intervention by the United States or through some change in the Government of Venezuela.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY. Sun rises....7:16 Sun sets....4:30 Moon rises...4:06
HIGH WATER THIS DAT. Sandy Hook .4:40 | Gov. Island .5:12 | Hell Gate7:00 Arrived-SATURDAY, December 19.

Arrived—Saturdat, December 19.

La Provence, Havre, Dec. 12.

Paula, Shleids, Nov. 24.

Schardhorst, Bremen, Dec. 5.

New York City, Swansea, Dec. 2.

American, Puerto Mexico, Dec. 12.

Yoruba, Demerara, Dec. 8.

Cartago, Utila, Dec. 13.

J. L. Luckenbach, Guantanamo, Dec. 12.

Relief, Utila, Dec. 13.

Anseima de Larrinaga, Boston, Dec. 18.

Larimer, Port Arthur, Dec. 2.

Arapahoe, Jacksonville, Dec. 16.

Princess Anne, Norfolk, Dec. 18.

ARRIVED OUT. Ss St. Louis, at Cherbourg from New York

f	Ss Kalserin Auguste Victoria, at Plymout rom New York.
	SAILED FROM POREIGN PORTS.
	Ss New York, from Southampton for New York Ss Caronia, from Flume for New York, Ss Rhein, from Bremen for New York,
	Ss La Lorraine, from Havre for New York. Ss Batavla, from Hamburg for New York.
	Ss Lucania, from Liverpool for New York. Ss California, from Giasgow for New York. Ss Zeeland, from Antwerp for New York.
	Ss Ryndam, from Rotterdam for New York.
	OUTGOING STEAMSHIPS.

	Suu 10-morrow.	
	Mails	Vess
	Close.	Sal
	Advance, Cristobal 11 30 A M	3 00 P
	Coppename, Surinam 11 00 A M	1 00 P
	Princess Anne, Norfolk	3 00 P
	Sail Tuesday, December 22.	
	Richmond, Rie Janeiro 12 00 M	3 00 P
	City of Savannah, Savan'h	3 00 P
1	Arapahoe, Jacksonville	1 00 P
ì	Monroe, Norfolk	3 00 P
	te SaifWednesday, December 23.	A W. *
	Campania, Liverpool 6 30 A M	10 00 A
	Teutonic, Southampton 6 30 A M	10 00 A
	Vaderland, Antwerp	10 00 A
	Yumuri, Santiago	3 00 P
	Neuces, Galveston	12 00 N
	Sabine, Tampico	12 00 M
ŀ	Sabine, Tampico	1 00 P
	Hamilton, Norfolk	3 00 P
	-	

	3 00 P
Neuces, Galveston	12 00 M
Sabine, Tampico	12 00 M
roquois, Jacksonville	1 00 P
Hamilton, Norfolk.	3 00 P
	7.35.5
INCOMING STEAMSHIPS.	
Due To-day.	
AbyssiniaHamburg	Dec.
VinlandHullHull	Dec.
GalileoHull	
AkoniaAntwerp	
AlicePalermo	
BalticLiverpool	Dec.
SoestdykRotterdam	Dec.
TintorettoSantos	Nov.
SeldenburgShields	Dec.
VirginiaShields	Dec
Hilarius	Dec
MaravalTrinidad	Dec
City of Savannah Savannah	Dec
CampaniaLiverpool	Dec
Due To-morrow.	250. 7
Amerika	Dec.
Pretoria Hamburg	Dec.
St. PaulSouthampton	Dec.
Minneapolis London	Dec.
EastlandsBelize	Dec.
Carolina San Juan	Dec.
MaracalboCuraçoa	Dec.
KoronaSt. Thomas	Dec.
Byron Santos	Dec.
SarniaKingston	Dec.
Antilles New Orleans	Dec.
El Valle	Dec.
El Dorado New Orleans	Dec.
Saramacca Paramaribo	Dec.

Saratoga. Lewis Luckenbach. City of Atlanta.... By Marconi Wireless.

Due Tuesday, December 22.

Naples... Naples... Naples... Genos... Totterdam

Prins Willem V.

Kalser Wm. der Grosse

Ss Minneapolis, for New York, was 740 miles east of Sandy Hook at noon yesterday.
Ss St. Paul, for New York, was 715 miles east of Sandy Hook at 8 A. M.
Ss Amerika, for New York, was 200 miles southeast of Sable Island and 11:25 A. M.
Ss Campania, for New York, was 425 miles east of Sandy Hook at 8 A. M.

MORE IDLE FREIGHT CARS. SOUTH ASES FOR PROTECTION

GEORGIAN WANTS DUTY ON LUMBER RETAINED.

Payne Asks Why the South Demands the the Lower-Harvester Co. in Favor of a Maximum and Minimum Tariff. Washington, Dec. 19.-When a man

from Georgia went before the Ways and about the end of the last session to move Means Committee to-day and asked that to discharge the committee from further the duty of \$2 a thousand on lumber be consideration of the measure and to have retained Chairman Payne remarked:

"No section of the United States is asking for such high duties as the South. Why is it that you people demand the highest duties when you always vote for the motion some action would be taken

The witness addressed was H. H. Tift. He made haste to say that he was for protection and was one of 40,000 Georgians who had voted for Taft.

"Well!" ejaculated Mr. Payne, "Taft should have carried the State overwhelmingly, judging from the requests we have had from Georgia since these tariff hearings began."

moved to the free list.

This tendency of the committee seemed to grieve Mr. Fordney of Michigan much. He is the highest of the high protectionists, and lumber is his pet industry. When Mr. Tift got in a tight place under the crossfire of questions Mr. Fordney came to his assistance by framing questions that were in themselves answers. Mr. Payne became a trifle impatient and, interrupting Mr. Fordney, he observed: "I would like to have the witness testify

a little after you get through." The witness and Mr. Fordney agreed that the removal of the tariff on lumber would not lower the price to the consumer and would not protect the American forests, which opinion is contrary to that of all the people who are

linked with the movement for conservation of national resources. The conservationists are demanding free lumber in order to check timber cutting in this country. Mr. Longworth of Ohio asked Mr.

Fordney to explain how free trace in lumber would increase rather than diminish the timber cut in this country. Mr. Fordney answered that free trade would cause large importations of low grade Canadian lumber, and as a result the American lumber, and as a result the American lumber would leave their low ican lumbermen would leave their low grades unout and bend all their energies to cutting high grade timber. Thus, Mr Fordney was convinced, free lumber would actually denude the American forests.

John H. Finney, representing the Ap-palachian Forest Reserve Association, asked the committee to insert a provision in the tariff bill admitting certain white pine evergreens seedlings free of duty.

A specific instead of an ad valorem duty should be imposed on seeds, according to testimony offered by Otto Kuchner of Detroit

December 21.

The Nineteenth Ward Bank and the Van Norden Trust Company have been closely associated since 1903, when Warner Van Norden and his associates acquired control of the stock of the bank. Since that time the boards of directors of the two institutions have been substantially the same.

VENEZUELA ASPHALT HOPES.

New York and Bermudez Co. Getting Ready to Reciains Its Lake.

Speaking for the International Harvester Company, Mr. Metcalf denied in the most emphatic manner that his concern sold their products abroad cheaper than in this country. He likewise denied that the Harvester company either fixed the price or possessed the power to fix the price of farm implements. Representative McKinley of California appeared to ask for an increase in the duty on hops from 12 to 24 cents.

appeared to ask for an increase in the duty on hops from 12 to 24 cents.

Representative Mendell of Wyoming appeared on behalf of the coal industry of the Northwest. He was opposed to admitting coal free from Canada. Wages in the Canadian mines were from 25 to 60 per cent. lower, while the Canadian operators get a further advantage in lower freights to markets in which the coal of the Northwestern States is sold.

Chairman Payne expressed the opinion that could so well afford to pay revenues to the Covernment in the form of customs duties as automobiles He rather in-dicated that in the bill that would be reported in the special session a good stiff duty would be placed on automobiles, which are now taxed at the rate of 45 per

cent.

Chairman Payne's observations were brought out by the testimony of W. C. Durrant of Flint, Mich., representing the Buick Automobile, Company. Mr. Durrant of Flint, an increase in rant protested against an increase in the duties on automobiles to flipper cent., as urged by other representatives of the industry who have appeared before the committee. He declared that this high rate was desired by some makers merely to protect extravagant management and rate was desired by some makers merely to protect extravagant management and enormous profits. He advocated a duty of 20 per cent. on automobiles, which, would be adequate for the protection of labor employed in the industry, and 50 per cent. on parts of automobiles.

QUARANTINE MODIFIED.

Maryland, Except Parts of Baltimore and Carroll Countles, Released.

WASHINGTON, Dec. 19 .- The Secretary of Agriculture to-day issued an amendment, effective immediately, to the order placing a quarantine on the State of Maryland for the foot and mouth disease. The practical effect of the order is to release the whole State, except certain specified districts in Carroll and Baltimore counties, and to permit the movement from the balance of the State of cattle, sheep, calves and swine for immediate slaughter, and hay, straw, hides, &c., without restriction, subject only to the consent of the State or district authorities to which

the State or district authorities to which the shipments are destined.

No foreign shipments from any part of the State of Maryland, however, is permitted under this amendment. The effect of the order will be to permit the marketing of animals for immediate slaughter and the shipment of hay, straw,

Will Raise the Cruiser Yankee. WASHINGTON, Dec. 19 .- John Arbuckle

had completed a thorough survey of the condition of the cruiser Yankee, which is sunk in Buzzard's Bay, and that he was confident of carrying out the terms of his contract to raise and deliver her at the New York Navy Yard.

Navy Orders. WASHINGTON, Dec. 17 .- These navy orders were

Issued to day:

Capt. S. Potts, to Naval Hospital, Mare Island.

Passed Assistant Surgeon G. M. Mayers, from recruiting station, Baitimore, to Naval Medical School Hospital, Washington, D. C.

Assistant Surgeon F. H. Books, from the Frank-lin to navy recruiting station, Baitimore, Assistant Surgeon O. V. Huffman, to Naval Medical School Hospital, Washington, D. C. ssued to day:

NEW HUMORIST IN SENATE. Fulton of Oregon Is the Man and Elkins

of West Virginia the Victim. WASHINGTON, Dec. 19 .- Senator Fulton of Oregon to-day entered the list of Congressional humorists. Mr. Fulton has been interested in the fate of s Highest Protection and Votes for bill introduced by him early in the last session which was referred to the Interstate Commerce Committee for report. The failure of the committee to act on the bill impelled Mr. Fulton along it restored to the Senate.

Senator Elkins, chairman of the Committee on Interstate Commerce, assured the motion some action would be taken by the committee at the present session before the holiday adjournment.

before the holiday adjournment.

A few days ago when Senator Aldrich asked for an agreement for holiday adjournment to-day, coupled with the condition that nothing but routine business would be transacted, Mr. Fulton rose and observed with fine sarcasm that he hoped the order would not operate to prevent Senator Elkins from reporting the bill.

Mr. Elkins, who was present, smiled but said nothing. To-day when Senator

Further remarks by Mr. Payne and other members of the committee made it seem clear that the committee is against the tariff on lumber. The lumber schedule has the best chance of any of being the act of hastening to the Senator while he was in the act of hastening to the Senate with the report.

the report.
"I can now picture the Senator fron est Virginia working heart and soul get up that report before the holiday journment," said Mr. Fulton. "Even adjournment, now he may be hurrying to this chamber."
Mr. Lodge smiled and observed that
such implicit confidence as that shown by the Senator from Oregon was at once

the Senator from Oregon was at once admirable and touching.

Mr. Fulton declared that he had no doubt that Senator Elkins meant what he said. "I know how disappointed he will be when he arrives here, out of breath, with the report in his hand, only to learn that it is too late," he declared

Mr. Lodge insisted on his motion to adjourn, but not till after the Senator from Oregon, growing serious, told the Senate that after the holidays he would move to discharge the committee and at the same time seek to prove from the Congressional Record that his legislative confidences had been misplaced.

The Fulton bill seeks to amend the rate

confidences had been misplaced.

The Fulton bill seeks to amend the rate law so as to provide that on complaint of a shipper the commission may postpone the date on which a proposed increase of rate posted by the carrier shall go into effect until an opportunity has been afforded for full investigation to establish the reasonableness of the proposed rate.

ADJOURNS FOR THE HOLIDAYS Both Houses of Congress Take a Reces

Until January 4, 1909. WASHINGTON, Dec. 19 .- The Senate adjourned to-day after a session lasting about forty-five minutes until January

In that brief time a message was re eived from the President vetoing the bill to ascertain and locate the thirtyseventh parallel between Colorado and New Mexico. The Vice-President announced the ap

ointment of the Senate members of the joint Congress Committee on Inauguration, Messrs. Knox, Lodge and Bacon. The House of Representatives also met to-day, and after a session of fifteen minutes adjourned until Monday, January 4, 1909. Before adjournment the House passed the Senate bill granting a right of way to the Southern Pacific Rail-way Company under the Fort Mason reservation in San Francisco by means

President Asks for \$250,000 for Exhibit of Birds and Wild Animals. WASHINGTON, Dec. 19 .- The President sent to Congress to-day a message recommending an appropriation of \$250,000 fo a Government exhibit of game birds and wild animals at the First International Shooting and Field Sports Exhibi-

tion to open at Vienna, May 15, 1910. The President's message transmitted the official invitation from the Government of Austria-Hungary together with a letter from Secretary Root commending the of Austria-nungary together with a letter from Secretary Root commending the plan. The proposed exhibition has been recommended by Secretary Straus, Gif-ford Pinchot and the biological survey.

Congress Party to Start for Panama on December 27.

WASHINGTON, Dec. 19 .- The members of the House Committee on Interstate and Foreign Commerce, who are going to make a trip of inspection to the Isthmus of Panama during the holiday recess, will leave Washington on December 27 and go by train to Charleston, S. C., where companies. At the last meeting of the on the afternoon of December 28 they will board the Panama Railroad steamer Alliança, which will leave New York on December 28 and will put into Charleston especially to take aboard the party.
They will arrive at Colon on Friday,
January 1, and will spend about a week
on the Isthmus.

we Armored Cruisers to Take Taft and Party to Panama.

WASHINGTON, Dec. 19.-The two armored cruisers North Carolina and Montana of the third squadron of the Atlantic battleship fleet will be the vessels designated to take Mr. Taft and his party from the United States to Colon during the latter part of January. He will leave from some Southern port, probably Charleston, S. C., about January 25 and will arrive in Panama four days later

Movements of Naval Vessels. WASHINGTON, Dec. 19.-The cruisers Charleston, Cleveland, Denver, Galveston and Chattanooga have arrived at Iloilo, the collier Nanshan at Guam and the gunboat Dubuque at Key West.
The collier Alexander has sailed from
Cavite for Zamboanga, the supply ship
Culgoa from Colombo for Suez, the
tender Hist from Philadelphia for Charleston and the torpedo boats Macdonough,
De Long, Thornton, Tingey and Wilkes
from Key West for Pensacola.

Capt. Culver Assigned to General Board of the Navy.

WASHINGTON, Dec. 19.—Capt. Abraham Assistant Secretary of the Navy, has been Washington, Dec. 19.—John Arbuckle of New York telegraphed to-day to Secretary of the Navy Newberry that divers had completed a thorough survey of the condition of the cruiser Yankee, which naval militia organizations.

Nominations Sent to the Senate. WASHINGTON, Dec. 19 .- The President ent the following nominations to the Senate to-day:

To be Envoy Extraordinary and Minister Plenipotentiary to Nicaragua, Horace G. Knowles of Delaware. To be Consul-General at large, Heaton W. Harris of Ohio.

To be Associate Justice of the Supreme

Court of the Philippine Islands,

Moreland of New York.

MANAGER wanted for customers room in conservative New York Stock Exchange house after January 1st. Applicants must give full details, including present employment and salary. Proper consideration given to those having established clientele. PULL MAR-GIN, P. O. Box 822.

FIRST MORTGAGE 5% GOLD BONDS SPRING VALLEY COAL COMPANY Notice is hereby given that pursuant rms of the mortgage of the Spring Valley ompany, dated July 1st, 1889, thirty (33)

d. December 15th, 1908.

THE NEW YORK TRUST COMPANY.
By H. W. MORSE, Sectors

DIVIDENDS AND INTEREST.

PHILADELPHIA COMPANY,
Treasury Bepartment.
Pittsburgh, Pa., December 15th, 100.
DIVIDEND—The Directors this day declared quarterly dividend on the Common Stork of a and one-naif (14/5) Per Cent., payable February, 1809, to stockholders of record January 1999. Cheques will be mailed.
C. J. BRAUN, Jr., Treasure.

GENERAL CHEMICAL COMPANY. 5 Broad Street. New York, December 18, 1000.
The regular quarterly dividend of one and open all (14%) per cent. will be paid January 5, 100 opreferred stockholders of record at 3 P. M. over the control of the control Savings Banks.

The Bowery Savings Bank

128 AND 180 BOWERY, ARE THE NEW YORK, 'Dec. 18, 1908 ADD A semi-annual dividend at the rate wi

FOUR PER CENT. per annum has been declared and will be credited to depositors on all sums of \$5.00 and upward and not exceeding \$3.000 which shall have been deposited at least three months on the first day of January next, and will be payable on and after londay, January 18th, 1900. Money deposited on or before Jan

9th will draw interest from January 1, 190 HENRY A. SCHENCK, President WILLIAM E. KNOX, Comptroller JOSEPH G. LIDDLE, Secretary, values

NORTHRIVERSAVINGSBANK 31 W. 34th St. bet. 5th & 6th Aves FOURper-cent per Annum on deposits of \$5, to \$3,000. Deposits made by January 9th draw interest from January 181, 20 Bank open 10 a.m. to 3p.m., Mondaya 10 a.m., to 7 p. m. Saturdays 10 a.m. to 12 m.

Citizens' Savings Bank

97th SEMI-A VNUAL DIVIDENS The Trustees have ordered interestat the rate FOUR (4) PER CENT.

January 18th on all sums of 55 and apply 3,000 which have remained on deposit for three or six months ending December 31 1908, in accordance with the by-laws and subsoft the bank. Money deposited on or before January 9th will draw interest from January HENRY HASLER, President HENRY SAYLER, Secretary.

EMIL A. HUBER, Assistant Secretary.

Union Dime Savings Institution BROADWAY, 22D ST. AND 6TH AVENUE GREELEY SQUARE, NEW YORK

Interest FOUR Per Cant ary 1st, payable January 21st, or any time to CHARLES E. SPRAGUE, Presider PRANCIS M. LEAKE, Treasurer,

ELECTIONS AND MEETINGS.

WILLIAM G. ROSS, Secretary.

Office of the American Coal Common No. 1 Broadway, New York, December 3d. 1 The annual election for Directors of The American Coal Company of Allegany County (I lersey) will be held at the Company's office, Jersey) will be held at the Company's office, as Montgomery St., Jersey City, N. J., ou. It day, the 24th day of December, 1908, between hours of 12 and 10 clocks. P. M.

The transfer books will be closed on Mon December 14th at 3:00 o'clock P. M., and reop on the morning of Saturday, December 28, 19

GEO. M. BOWLBY, Secreta.

WANTS POWER OVER FERRIES. Public Service Board Would Make Em Run Even if Unprofitable.

The Public Service Commission int

to renew its effort to have the fer placed under its jurisdiction, particula those which are operated by railre State Legislature a bill was introdu giving to the commission power over the ferries but the bill was never reported of committee. The bill is to be reint duced at the next session of the Lor lature and if it should pass it is the p pose of the commission to compel the companies to continue the ferries.

In a report issued yesterday it is admitted by the commission that the East River ferries which have been stopped are in themselves unremunerative. The report is based on a result of obser-tions taken by the inspectors of the co-mission for twenty-four hours beginn at 2 A. M. on November 24 of the p sengers on the six lines crossing the E River which have been suspended. were the figures: From Grand Brooklyn, to Houston street, Man Brooklyn, to Houston street, Manatta average passengers per trip, 70; Brook way, Brooklyn, to East Forty-scond street, 24; Broadway to Roosevelt street, 33; Broadway to Twenty-third street, 13 and Grand street, Brooklyn, to Grand street, Manhattan, 14. In some of the non-rush hours of the day many of the hoats carried only a single passenger.

boats carried only a single par TRANSFER FIGHT UP AGAIN Third Avenue Lawyers Contend That I Would Mean Financial Ruin.

Final arguments were heard yeste by the Public Service Commission on tentative order directing Frederick W ridge, the receiver of the Third Ave line, to transfer passengers to and Tr the Fifty-ninth street line. John Bowers, counsel for the bondholders the Third Avenue company, conter E. Culver, U. S. N., naval aide to the that if the order should be enforced the Third Avenue system could not be oper ated at a profit. He also questioned authority of the commission to com the establishment of such an intercha of transfers. Herbert J. Bickford, counsel for

Whitridge, made a similar argument and added that if the Third Avenue company

added that if the Third Avenue company was compelled to make a transfer rate it would have to be on a basis of more than a five cent fare because even under present conditions the cost of carrying passengers on the Third Avenue line was 4½ cents per passenger.

A motion made by Mr. Bowers to dismiss the tentative order was promptly denied by the commission and the understanding is that it is the intention of the commission to make the order peremptory. The commission consented to adjourn the matter until next Tuesday and to receive briefs.